

 ***Explorer²***

A TOUCH OF MAGIC



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LIGHT SPORTS PERFORMANCE / EN B

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The ingredients are classically simple, even unremarkable: 59 cells, A.R. 6, 3 main lines, well proven profile. Yet the finished dish is unexpectedly exquisite.

The Explorer 2 simply allows the pilot to reconnect with the pure joy of flight. No more struggling with the wing. No more niggling doubts. Just the direct experience, like a scene snapping into focus.





The Explorer 2 offers concrete improvements over its predecessor whilst retaining the best loved aspects of the original:

- improved climbing ability in all conditions
- improved glide performance
- exemplary pitch stability for even better take-off characteristics and collapse resistance
- smart riser for improved C riser control
- increased maximum speed (2cm longer travel)
- greater compressibility thanks to nitinol reinforcements
- wider "sweet spot" across the weight range

TO THE TOP!

Perhaps the most notable characteristic of the Explorer 2 is the way the refined yet compact handling translates into a superior climbing experience. The wing bites enthusiastically into thermals, yet settles quickly overhead. Brake pressures are light yet progressive, giving you just enough information to effortlessly maximise your climb.





(STILL) IN A CLASS OF ITS OWN

Thanks to the slight increase in surface area and other gains in aerodynamic efficiency, the Explorer 2's glide performance surpasses that of its predecessor.

AN UNFLAPPABLE CHARACTER

The Explorer 2 has an innate pitch stability. Even on windier take-offs, the wing comes up progressively and waits obediently above your head. When conditions get rowdy, it's more well behaved than ever.

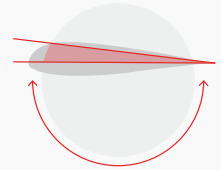


IMPROVED SPEED SYSTEM

The Explorer 2 features a new smart riser with a control toggle and a Harken pulley for extra smooth operation. Push half bar, take the riser and enjoy the view! The Explorer 2 also has an extra 2cm of speed bar travel for increased max speed.



The C riser control system can be effected by pulling the toggle progressively as shown.





A SMALL FOOTPRINT

Nitinol (Nickel titanium) rods make for a more compact packing, help maintain a clean top surface, even chordwise tension and keep the weight down.

DESIGNER NOTES

Gin Seok Song explains:

“Squeezing something extra from the original Explorer was not an easy task! Rather than try to increase performance by increasing the aspect ratio, we decided to go the other way and play with the surface area. Smaller and smaller wings might be today’s trend, but all things equal, larger wings offer several advantages. With the increased Reynolds number, they not only perform better but are also more stable.

The key was to increase the surface area without compromising responsiveness and speed. To do this, we drew heavily on the wind tunnel research we are carrying out in partnership with a university here in Korea. This is a major project that has already produced some insights that are trickling down into production wings. This work helped a lot to optimise the sail tensioning, which for the pilot means improved climbing and more refined handling.





What is interesting is that the Explorer 2 remains responsive even flown quite low in the weight range. Unlike some older designs, the handling characteristics don't vary much with different wing loadings.

In addition, we have a new smart riser with C control system. There's a toggle for easy control and an additional pulley for extra smooth operation. With an extra 2cm of accelerator travel, we were also able to increase maximum speed. It's a real pleasure to fly on the bar.

For the reinforcements, we are also using a combination of a new type of plastic rod and Nitinol wire. The Atlas rods are used in critical nose sections due to their high resistance to breaking, dimensional stability and minimal wear and tear effect. The Nitinol wire on the top surface towards the rear perfectly and precisely supports the trailing edge whilst reducing weight and packing volume.

All in all, the original Explorer was a firm favourite with a wide range of pilots. We are confident that the Explorer 2 has even more to offer an even wider range of pilots."

Gin Seok
Chief designer



DETAILS

- Strategic mix of new formula plastic rods and Nitinol (Nickel titanium) wire for dimensional stability, performance and more compact packing
- 3 risers / 3 lines spanwise

- Unsheathed aramid lines with optimized diameters
- Speed system with C riser steering
- Gathering (reefing) system and mini ribs on the trailing edge

MATERIALS

GLIDER

Top leading edge
Skytex 70032 E4G
34 g/m²

Bottom surface:
Skytex 70000 E3H
27 g/m²

LINES

Top lines :
Edelrid 8000/U-130 | 090 | 070
| 050
(Aramid)

Main lines :
Edelrid 8000/U-360 |
280 | 230
(Aramid)

GLIDER

Top surface:
Skytex 70000 E3H
27 g/m²

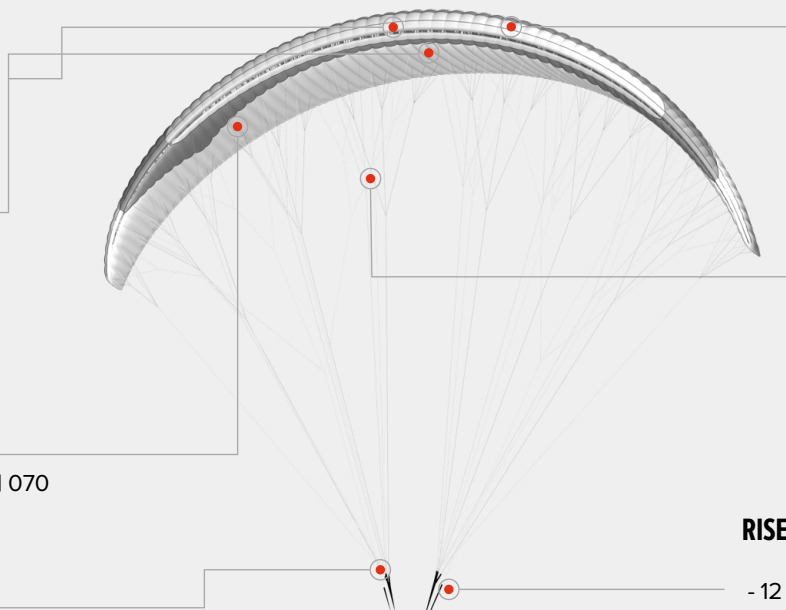
LINES

Middle lines :
Edelrid 8000/U-190 | 130 |
090 | 070 | 050
(Aramid)

RISERS

- 12 mm Aramid & polyester

Optional:
- Liros dyneema riser



TECHNICAL INFORMATION

SIZE	XXS	XS	S	M	L
Flat area	20.54	22.10	23.99	25.96	28.07
Flat span	11.17	11.58	12.07	12.55	13.05
Flat aspect ratio	6.07	6.07	6.07	6.07	6.07
Project area	17.48	18.81	20.43	22.10	23.89
Project span	8.92	9.26	9.65	10.03	10.43
Project aspect ratio	4.56	4.56	4.56	4.56	4.56
Cell number	59	59	59	59	59
Glider weight	3.2	3.4	3.7	3.9	4.1
Weight in flight	55-75	65-85	75-95	85-105	95-120
Certification	EN B	EN B	EN B	EN B	EN B

COLOURS



TURQUOISE



LEMON

INCLUDED WITH YOUR GLIDER



Lite rucksack

Inner bag

Compression
strap

GIN Stickers

Repair kit



Download the images of the Explorer²

Password: elcamino

A large paraglider with a yellow, white, and red canopy is shown in flight. The pilot is wearing a red jacket and a yellow helmet. The background features a vast mountain landscape with a lake and a small town.

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